GOVERNMENT OF MADRAS. Secrt. II 28—60,000—4-1-52.

P. W. (1952) Department.

Endorsement
D.O.
Memorandum
Lodged

No: 54/62 M/52-1

Dated 1-1- 1952

closed
Kow 4.8.52
Supdt

FURTHER PAPERS.

Department.	Number.	Series.	Date.
PWD	2224 (Mis- Slt Roads)	Go. Ms.	24-4-54

1

P.W.D.(A.2)

Memo.No.54162 A/52- 18 15.7.52

Sub:- Communications- S.Kanara Dt.- Constructions of bridges over the Pavanji, Mulki and Udayavar rivers on the Mangalore Baindur Coast road.

The C.E.(H) is informed that representations were recently made by some people from South Kanara District that if in addition to the bridge at Kulur already constructed, three more bridges over the Pavanji, the Mulki and the Udayavar rivers are constructed on the road from Mangalore to Udipi, it will reduce the distance between the two places by about half for vehicular traffic. In his Endt. No. 52101 /51-K.2-1 dated 20-11-51, the C.E. has not recommended the construction of the bridge over the Udayavar river mentioned above for the present as bridge works are not included in the five year road development plan; the Govt. co

~~The five year plan should be adhered to, and that works not included in the plan should wait and that however, all or~~ but some of the works may be included in the next list of schemes to be financed from the State Allocation in the Central Road Fund. The C.E.(H) is accordingly requested to consider the inclusion of the works under preparing reference in the next list of schemes to be financed from the State Allocation in the Central Road Fund.

To the C.E.(P)
Copy to 'Q' Section.
Cone spare copy

12.7.52
12.7.52
14752
15.7.52

6288

To A Section

P. K. Mahadevan
Supdt.

THE KANARA CHAMBER OF COMMERCE,

P. O. BOX NO. 116, MANGALORE-1 (S. INDIA)

TELEGRAMS: "CHAMBER"
TELEPHONE: 128

46160

Date 5th June, 195

KANARA CHAMBER OF COMMERCE 1940-52 GOVERNMENT
10 JUN 1952
PUBLIC WORKS DEPARTMENT

MINISTER FOR PUBLIC WORKS
9 JUN 1952
GOVT. OF MADRAS

To

The Hon'ble Sri M.Ranga Reddi,
Minister for Public Works,
Government of Madras,
Camp: Mangalore.

11 JUN 1952
PUBLIC WORKS DEPARTMENT

Memorandum proposed to be submitted to you during your proposed visit to South Kanara and our Chamber on or about the 10th June, 1952(Visit since reported to have been cancelled)

Sir,

1 It is with great pleasure that we extend our warmest welcome to you to our District and our City. Your predecessor in office Sri P.Bhaktavatsalam had been kind enough to set up a precedent by visiting our Chamber atleast once in a year and had always a soft corner in his heart for our District and our Chamber. The fact that you are the first Minister of the New Cabinet to visit our District and our Chamber bears testimony to the sympathy which you have towards our ambitions and aspirations. We are, therefore, in this visit of yours, a new hope of development and assistance and we are emboldened to place before you the minimum essential requirements of this District in the expectation of their fulfilment. We are aware that although your predecessor had extended his willing hands to this District, we feel that much has yet to be done and we crave your sympathetic attention to the same.

2 DEVELOPMENT OF MANGALORE PORT

Being the Minister in charge of Public Works, the development of this District is entirely in your hands and the first subject that we place before you is with regard to the Mangalore Port which is proposed to be developed into an all-weather Port after the completion of the experiments the

are now being conducted at the Central Water & Power Research Station, Poona. It is now over a year and half since these experiments or the preliminary work connected therewith were taken up by the Poona Station and we have to request you to have this experiment expedited by providing all necessary requirements for the purpose. Besides, Sri S.Nanjundiah the Special Officer, deputed by the Government of India, in his Report on the survey of Minor Ports, has kindly recommended certain essential and immediate requirements of Mangalore Port for early execution and we recall with pleasure the assurance given by your predecessor during his visit to this Chamber on 9-11-1951 that Mangalore will have no great priority as it should have in sanctioning these requirements. We request you, Sir, to implement these recommendations accordingly in as short a time as possible.

2. PORT TRUST FOR MANGALORE

On the recommendations of your Government, the National Harbour Board was pleased to recognise and accept our claim for establishing a Port Trust for Mangalore and according to indications given, the necessary legislation should have been promulgated by the end of the last official year. But there seems to have been some delay, presumably on account of other pre-occupations of the Government. There cannot be any difficulty to pass an Act in the next session of the Assembly as it is not a policy measure or a controversial issue. We, therefore, request you Sir, to take on hand immediately, all the preliminary work connected therewith and to introduce the necessary Bill in the ensuing session of the Assembly during June-July. This is highly desirable in order that we may take suitable steps in the ensuing season for the growth of our Port.

14 SUPPLY OF JOG POWER TO SOUTH KANARA

The Government are aware how deeply concerned and anxious

we are have been, on account of the delay in the finalisation of the scheme for the supply of Jog Power to this District. Your predecessor was kind enough to assure us 7 months ago, that the Agreement between the Madras and Mysore Governments would be finalised and signed very soon, but we see no progress at all till now, and it looks as if this District is ever fated to be neglected. We, therefore, urge upon you to expedite and hasten the completion of this project since as had been pointed out on previous occasion, every years delay in the execution of the scheme will regard the progress of this District by decades both in agricultural and industrial developments.

A 5 CONSTRUCTION OF BRIDGES IN SOUTH KANARA

To-day you are going to declare open the Bridge on the river at Kulur, which is the only major bridge constructed in our District in a generation. The completion of this bridge has kindled in us a ray of hope in the deplorable state of communications in this part of the State. There are still three more bridges to be constructed on the Mangalore-Udipi Coast road to link these two important places and in the interest of the development of the District, we have to request you, Sir, to sanction the construction of these three Bridges. We have been told that a bridge over the Pavanje River, which is next on the line and which is small non-navigable stream, can be constructed at no great cost and construction of this bridge may be taken on hand in this financial year.

A 6 ROAD BRIDGE OVER THE NETRAVATI RIVER

The construction of a Road Bridge over the River Netravati which is the southern boundary of the Mangalore City is absolutely necessary to connect Mangalore and Northern parts of the District with the important places in the South. Even to reach places on the other side of the river by road, one

has to make a detour of over sixty miles. Ullal and other villages on the other side of the river have become an important suburbs of Mangalore, where several thousands of labourers working in factories at Mangalore and other office workers live. Construction of a bridge over this river will at once open vast area of vacant land fit for industrial development and for establishment of large factories in the Mangalore Port area. This bridge is bound to attract extensive vacant lands available in the suburbs for the expansion of the City, the necessity for which is now more than ever, in order to relieve the growing congestion in the City besides providing direct access to the sea to the residents of the City. Hence it is earnestly requested that the question of providing a road traffic by constructing a bridge over this river may kindly be taken up for consideration and it is hoped that with the Central Government's assistance, it should be easy to achieve success in this task.

A 7 ROADS IN THE DISTRICT

The conditions of the roads in this District which is subject to very heavy rains and which is to ring heavy traffic, is miserable. The arterial roads such as Mangalore Karkala Road and Mangalore Jodumarga-Mercara Roads are very bad and place a very great strain on the intensive traffic on these roads. Ordinary methods of road laying so far followed have proved quite unsatisfactory and it is urged that concreting and mexphalting of these roads according to the intensity of the traffic may prove more economical in the long run providing a saving in the annual maintenance cost. If the Mangalore-Mercara road, which is now bearing an intensively heavy traffic from & to Coorg and Mysore is tarred upto the Coorg Frontier, there would be a very fine continuous tarred road running right across the Peninsula

to Madras. We urge upon you, Sir, to give your very serious consideration to the improvements of the roads in this District, which is so poor and deficient in good roads.

8 IRRIGATION

Of the several irrigation schemes proposed and sanctioned, no major scheme has yet been taken on hand, although a small number of minor schemes have been started or executed. Our submission to you, Sir, is to see that the heavy rainfall of the District may not be allowed to run entirely into the sea in waste but to harness, conserve and store a portion for irrigation purposes by an early execution of these projects.

9 MANGALORE-HASSAN RAILWAY LINE

The Mangalore-Hassan Railway Line surveyed in 1900-1901 forms part of a very old project considered and accepted by the Madras Government as the best of all the possible rail routes to connect this District with the Mysore State by a direct route and recommended to the Government of India for early construction. For some obscure political reasons, the Coastal Railway from Calicut was extended to Mangalore and there it terminated. The people of this District feel very keenly that for almost 50 years since Mangalore became the terminus of the Railway, there has been no further extension of the Railway Line in the District. The Mangalore-Hassan line passes through very fertile and thickly populated parts of South Kanara and Mysore, rich in agricultural, forest and mineral products and also passes through the Malnad Area and will contribute for their development and will, in the long run, prove a good investment Recently, on a representation made on this subject, the Railway Board desired the Chamber to approach the State Government, as the appropriate authority to take initiative and sponsor

the proposal before the Government of India. The Government of Mysore have been pressing for this Railway Link since the last three years and we request you to kindly prevail upon the State Government to press upon the Central Board of Transport to sanction this scheme very soon and independent of the Port subject.

10 In conclusion, we appeal to you, Sir, to give your best and earliest attention for the fulfilment of our requirements as stated above for which our District and our Chamber will ever remain grateful to you, since the projects mentioned above will mark the distinct milo-stones on our road to progress.

11 We thank you, Sir, for giving us this opportunity to present this memorandum and hope you will allow us to express our deep gratitude for this visit of yours. We await with great hope and anticipations, the various reliefs that you would give us after considering this representation.

Yours faithfully,
A. Umanath Rao
(A.Umanath Rao)
PRESIDENT.

MINISTER FOR PUBLIC WORKS
OCT 1952
GOVT OF MADRAS
M(PW)

Proceedings of the meeting of the Mulki Firka Ad-Hoc Committee, dated 27-9-1952.

This meeting places on record with great pleasure the sincere and very useful effort made by the Government in constructing a bridge over Gurpur River at Kuloor in Mangalore Baindoor Road in South Kanara. We heartily thank the Government for the same. Considering the various difficulties felt by the people in crossing the other rivers between Mangalore and Udipi, the two towns, the nerve centres of the District Head Quarters, the Mulki town being midway between the two, cut off by Mulki, Pavanje and Udiyavar rivers from these big towns, The public feel the necessity of bridging all the coastal river obstacles beginning with Mulki river in order of priority.

SECRETARIAT GOVERNMENT OF MADRAS
24 OCT 1952
MINISTER FOR HEALTH PUBLIC WORKS DEPARTMENT
21 OCT 1952
GOVERNMENT OF MADRAS
88946

This committee therefore, resolves to urge the Government, for the present, ~~the~~ construct a bridge over Mulki river under the present 5 year plan and further requests the Government to give priority to this over any other bridge work in South Kanara since Mulki is a junction connecting not only all the coastal as well as interior places of the district but also the distant places like Kadur, Chikmagalur, Shimoga and Harihara etc., and thus help relieving a great hardship cost to the majority of the people of this district.

Resolution moved by Sri K.Naganna Shetty and seconded by Sri M.S.Bappanad unanimously passed.

PRESIDENT,

Mulki Firka Ad-Hoc Committe, Mulki.

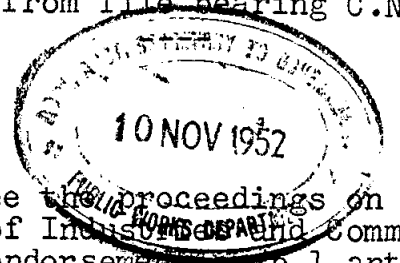
Copies to:

1) The Government of Madras.
2) Hon'ble Sri A.B.Shetty, Minister, Public Health, Madras.
3) Sri U.S.Mallaya, M.P.
4) Sri N.N.Suvarna, B.A.B.L., M.L.A.
5) The Collector of South Kanara, Mangalore.

SECRETARIAT
21 OCT 1952
HEALTH DEPARTMENT

94900

Extract of notes from file bearing C.No.68841 R.W.II/52.



Rural Welfare Dept(II)

Please see the proceedings on p.1 ante. The remarks of the Director of Industries and Commerce may be invited thereon. Draft endorsement on p.1 ante is submitted for approval.

The requests contained on pp.3-7 below relate to P.W.D., Devt., and L.A. Departments. After issue of the endorsement on p.1 above, they may be forwarded to those Departments in original with an extract of this note for necessary action.

G.G.
7/11.

/ True Copy /

Superintendent.

The Proceedings of the meeting of the Mulki Firka Ad-Hoc Committee, dated 27-9-1952.

This meeting places on record with great pleasure the sincere and very useful effort made by the Government in construct-ing a bridge over Gurpur River at Kuloor in Mangalore Baindoor Tq. in South Kanara. We heartily thank the Government for the same. Considering the various difficulties felt by the people in crossing the other rivers between Mangalore and Udipi, the two towns, the nerve centres of the District Head Quarters, the Mulki Town being midway between the two, cut off by Mulki, Pavanje and Udiyavar rivers from these big towns, The public feel the necessity of bridging all the coastal river obstacles beginning with Mulki river in order of priority.

This committee therefore, resolves to urge the Government, for the present, ~~the~~ to construct a bridge over Mulki river under the present 5 year plan and further requests the Government to give priority to this over any other bridge work in South Kanara since Mulki is a junction connecting not only all the coastal as well as interior places of the district but also the distant places like Kadur, Chikmagalur, Shimoga and Harihara etc., and thus help relieving a great hardship cost to the majority of the people of this district.

Resolution moved by Sri K.Naganna Shetty and seconded by Sri M.S.Bappanad unanimously passed.

PRESIDENT,

Mulki Firka Ad-Hoc Committe, Mulki.

Copies to:

1) The Government of Madras.
2) Hon'ble Sri A.B.Shetty, Minister, Public Health, Madras.
3) Sri U.S.Mallaya, M.P.
4) Sri N.N.Suvarna, B.A.B.L., M.L.A.
5) The Collector of South Kanara, Mangalore.

23

P.W.D.(A.2)

Sub:- Communications- South Kanara District- Construction of a bridge over Mulki River on the road from Mangalore to Udipi.

Ref:- Proceedings of the metting of the Mulki Firka Ad-Hoc Committee dated 27-9-1952.

Memo No. 88946 A/52-1 dated 12/11/52

In view of the present financial stringency it is not possible now to take up the construction of the bridge work mentioned above.

To

The President,
Mulki Firka Ad-Hoc
Committee,
Mulki, (S.Kanara Dt.)

Copy to the EE CH

Note:- Please see page 1 c.f. The request for construction of a bridge over Mulki River on the road from Mangalore to Udipi is not a new one. Recently some people of S.Kanara and the Kanara Chamber of Commerce represented that this bridge work and also two other bridge works on the road from Mangalore to Udipi should be taken up for execution in the current year. Afer examining the representations it was decided that we must stick to the plan, that these bridges would have to wait, but that all xx or some of them might be included in the next list of schmes to be financed from the C.R.F. allocations. videx pages 1-3 nf, pages 1-2 cf and 'X' on page 17 c.f. of 'E'. The President, Mulki Firka Ad-Hoc Committee may be informed as in the draft above.

P.W.D.

Letter No. 47882/821 dated 5.8.52

To

The President,

The Kanara Chamber of Commerce,

Mangalore.

Sir,

Sub: Communications - South Kanara Dt. Construction of Bridges and improvements to roads

Ref: Your Memorandum dated 5.6.52.

I am directed to state that the Govt. have examined the question of taking up the works of constructing the bridges and improving the surface of roads in S. Kanara Dt. referred to in the Memorandum cited. The position in regard to these works is explained below:--

(1) Construction of three bridges between Mangalore and Udipi.

In view of the present financial stringency it is not possible now to take up the construction of any of the bridge works mentioned above. The question of ~~including all or some of the works in the next list of schemes that will be drawn up~~ taking up these works will be considered while preparing the next list of schemes to be financed from the State allocations of the C.R.F. ~~will be considered~~.

(2) Construction of a bridge over the Netravati on the southern boundary of Mangalore

The estimated cost of this bridge work is about Rs.60 lakhs. In view of the existence of the ferry service across the river in normal times and Railway service at all times and foot paths on the Railway bridge for pedestrians, the case for constructing this costly bridge will arise after all the demands for bridges urgently required on more important arteries of traffic in the distric

re satisifed and it is not possible to consider ~~in case of~~ this work now.

The question of decking the railway bridge over the river for road traffic and of extending the foot paths on either sides of the railway bridge for allowing vehicular traffic has also been examined but it was not found feasible.

Improvements to roads in S.Kanara Dt.

The question of providing black top surface to the Mangalore Karkala road and the Mangalore Jodumarga road in the current year is being examined by the C.E.(H) and his final report in the matter is awaited.

The stretches of other important roads in the district with heavy intensities of traffic may be expected to be provided with such surface under the maintenance grant in the course of the next few years.

Y.F.

Copy to the C.E.(H) with extracts of paras 5, ~~and~~ 7 at pages 7-11 c.f.

NOTE.

Representations were made to M (P.W) by ~~the~~ some people from South Kanara District today that, if three more bridges at Pavinjee, Mulki, and Udayavar are constructed along direct route from Mangalore to Udipi, it will reduce the ~~route~~ distance between these two places by about half for vehicular traffic. It is understood that one other bridge on this route has already been constructed. Please ascertain the position and put up urgently.

54162

4.7.52

A.S.P.
4.7.52

S/A

P.W.D.(A.2)

In G.O.No.Ms. 7 P.W. dated 3-1-48, the Govt. ordered that the Coast Road in the South Kanara Dt. be developed as a major district road and that in doing so, the portion of the road lying north of Mangalore upto Baindur be developed first, as unlike the country south of Mangalore, that region lacked railway facilities They also accepted the view of the C.E. that provision of bridges on the road between Mangalore and Udipi was urgent as the country was rich and Malpe was at one end of the belt. The five year postwar road development plan was then under revision and the C.E. stated that the following bridges on the reach would be included in the five year plan:-

(i)	Bridge across the Gurpur river at M.4/8 of the Mangalore Baindur road	2.00
(ii)	--do-- Pavanji river at M.13/2 of -do-	4.00
(iii)	--do-- Mulki river at M.18/4 of -do-	4.00

(iv) Bridge across the Udayavar river at M.33/5 of the Mangalore Baindur road. 4.00

These are the four bridges referred to by D.S. in his note alp. 1 ante. However actually, item (i) bridge across the Gurpur at Kulur was alone included in the five year postwar road development plan. The other works could not be included in the plan within the allotment available for the district under the plan.

The bridge work at Kulur, which is estimated to cost Rs.5.9 lakhs has already been completed and the Govt. have ordered that the bridge should be thrown open for traffic from 1-7-52. Tolls are being levied ~~for this bridge~~ to recoup the expenditure inclurred on it.

With reference to a representation from the P.D.B., South Kanara, to construct a bridge across the Udayavar river, (item (iv)) , the C.E.(H) has reported that the estimated cost of the work is Rs.14 lakhs and that there is no justification for taking up the work at present when a convenient ferry can be maintained throughout the year. This view has been accepted by the Govt.

It may be mentioned that ~~this~~ in drawing up the five year plan, due weightage has been shown to the district on acccunt of its backwardness in the matter of communications. The main need of the district is the bridging of the several rivers in the district which interrupt through communications. Already under the five year postwar road development plan, 17 major bridge schemes at an estimated cost of Rs.45 lakhs ~~has~~ (including the Kulur bridge) have been sanctioned and a provision of Rs.15.22 lakhs has been made in the B.E. for 1952-53 for these works. Under the Part II scheme for 1952-53, one major bridge work, namely' Constructing the Belthangady bridge at an estimated cost of Rs.2.75 lakhs) has been proposed

to be taken up out of 9 works, (est. an estimated cost Rs 5.95 Lakhs) proposed to taken up for the entire State. There are 8 more major bridge schemes included in the five year plan (items 8 to 15 on p.78 of the postwar road devt. plan) with a provision of Rs.9.09 lakhs remaining to be sanctioned under the postwar road develoomment plan.

It may be mentioned that ~~the South Kanara Dt.~~ it has been considered that the South Kanara Dt. has already the benefit of sanction of road and bridge works but only the progress has not been adequate compared with the other districts. The C.E. has attributed the slow progress in the works during the previous years to the undertaking of a large number of bridges in the district, and as bridge designs take long to finalise.

In the circumstances, further major bridge works cannot, it seems, be taken up in the district till most of the bridges already sanctioned are executed.

para 2 p. 2 of

5.7.52

5.7.52

6/7/52

8.7.52

We must stick to this for am. The other bridges may have to wait. We may however include all or some of these in the next ~~Estt~~ Sch. schemes when financed from the Central Road fund allocation.

M/P.W. 9/7/52

SECRETARY TO GOVERNMENT
11 JUL 1952
PUBLIC WORKS DEPARTMENT

Please see the orders in circulation at the bottom of p.3 ante. Necessary instructions may be issued to the C.E.(H) accordingly. A draft memo. is submitted.

12.7.52

14/7/52

15.7.52

[Issued as Memo No. 54162-A/52-I dated 15.7.52 to CE (H)]

5

P.W.D.(A.2)

C.No.47882 A/52

Sub:- Communications-South Kanara Dt.- Construction of bridges and improvements to roads.

Ref:- From the Kanara Chamber of Commerce, Memorandu dated 5-6-52.

In the memorandum at pp.3-9 c.f., the Kanara Chamber of Commerce has made among others the following requests relating to construction of bridges and improvements to roads in South Kanara District.

(i) ~~The~~ Construction of three bridges on the Mangalore Udipi Coast road between Mangalore and Udipi ~~may be selected and taken up~~ and to take up for the construction of one of the bridges, namely, over the Pavanji river ~~may be taken up~~ in the current year,

(ii) ~~The~~ Construction of a bridge over the Netravati river at the southern boundary of Mangalore, and

(iii) The arterial roads in the district such as the Mangalore Karkala road and Mangalore Jodumarga road may either be cement concreted or mexphalted according to the intensity of traffic.

Item (i) Construction of bridges on the Mangalore Udipi Coast road.

Of the four unbridged rivers on the Coast road from Mangalore to Udipi, a bridge has already been constructed over one of the rivers at M.4/7-8 of the road at an estimated cost of Rs.5.9 lakhs and it has been thrown open for traffic with effect from 1-7-52.

The three other rivers to be bridged on this stretch are the Pavanji river at M.13/2 of the road, the Mulki river at M.18/4 of the road and the Udayavar river at M.33/5 of the road. These works are not included in the five year postwar road development pla The question of taking up the works was considered separately on a recent representation by some people of S.Kanara ~~separately~~ and it has been decided that the plan must be adhered to, that works not included in the plan

should wait and that however all or some of them may be included in the next list of schemes to be financed from the C.R.F. Allocation. Necessary instructions are being issued separately to the C.E.(H) to consider the inclusion of the works under reference in preparing the next list of schemes to be financed from the State Allocation in the Central Road Fund. No further action is called for in respect of these works in this file.

3. Item (ii) Construction of bridge over the Netravati river near Mangalore.

This work is not included in the five year plan. With reference to several representations received previously from the public of the South Kanara Dt. regarding the construction of this bridge, the C.E.(H) reported that as there existed a ferry service across the river in normal times, the railway service at all times and foot paths in the railway bridge over the river for pedestrian traffic, the case for constructing a pucca bridge over the river in question would arise only after all the demands of bridges urgently required on more important arteries of traffic in the district were satisfied and not at least for the next 15 years. This view was accepted by the Govt.

The question of decking the bridge over the river for allowing road traffic was also considered. The General Manager, Southern Railway reported that from the railway point of view, it was not feasible to agree to the proposal. The proposal to extend the existing foot paths on both sides of the bridge now existing so as to provide roadway for vehicular traffic was also considered and found not feasible as the girders were not strong enough to take any extra load. There seems to be no case for reconsidering the question of constructing a bridge over the river now.

4. Item (iii) Provision of improved surface to arterial roads in the district.

The Kanara Chamber of Commerce has already pressed for the provision of improved surface to the Mangalore Karkala and Mangalore Jodumarga roads- ~~vide pp.75-77 of~~ ~~1950~~. The Chamber has now suggested that the arterial roads in the district, such as the two roads mentioned above may be provided with improved surface and that the Mangalore Mercara road may be tarred upto Coorg border.

The C.E.(H) has drawn up a 12 year programme for the state for providing black top surface to stretches of roads with a traffic intensity ranging between 1,000 tons and 2,000 tons and cement concreting stretches with intensities higher than 2000 tons.

He proposed to implement the programme by diverting a certain portion of the maintenance allotment for roads sanctioned each year. The Govt. have approved the proposal so far as black topping is concerned and have permitted the Chief Engineer to provide black top surface to stretches of roads over 1000 tons traffic intensity utilising a sum not exceeding Rs.45 lakhs each year out of the maintenance allotment. As regards cement concrete concreting, the C.E.(H) has been asked to put up proposals under the Part II scheme each year. In the Part II scheme for current year, no work has been included for cement concreting any road in the South Kanara District.

The question of providing black top surface to the Mangalore Karkala road and the Mangalore Jodumarga road referred to by the Kanara Chamber of Commerce under the maintenance allotment in the current year is already under examination by the C.E.(H) and his final reply in the matter is awaited.

As regards the suggestion to provide black top surface to the Mangalore Mercara road, the C.E.(H) may be expected to take up stretches of the road with heavy intensity of traffic under the 12 year programme referred to

4782 A/52

The other requests in the memorandum which relate to Irrigation facilities Ports etc. have been dealt with separately.

The case may be circulated to H (P.W.) for perusal.

Please see pp 1-4 above

Kww 11.7.52

Kww 12.7.52

14752

Kww

15.7.52

17.7

13 JUL 1952
PUBLIC WORKS DEPARTMENT

A reply may be given to the President of the Kanara Chamber of Commerce. A draft letter is submitted.

Kww 29.7.52

Kww 2.8.52

14752

Kww

5.8.52

Thro'

4/8/52

4.8.52

(Issued as letter No. 4782 A/52 dated 5.8.52)